

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1. (currently amended) A sliding element which at least in a sliding section {4} comprises a surface structure {6} of carbon.
2. (currently amended) A sliding element according to claim 1 which is designed as a gearshift fork, in particular for a motor vehicle gear, wherein the gearshift fork comprises a carrier element {2} which at least in an engagement section {4} is provided with a surface structure {6} of carbon.
3. (currently amended) A sliding element according to claim 1-or-2, with which the surface structure is formed as a surface layer {6} of carbon.
4. (currently amended) A sliding element according to claim 3, with which the surface layer {6} is adhered to the carrier element {2}.
5. (currently amended) A sliding element according to claim 3-or-4, with which a connecting layer, preferably of an aramide fabric, is arranged between the carrier element {2} and the surface layer {6}.
6. (currently amended) A sliding element according to ~~one of the preceding claims,~~ claim 1, with which the surface structure {6} contains carbon fibres and/or carbon particles, which are preferably embedded into a resin material, in particular phenolic resin.
7. (currently amended) A sliding element according to ~~one of the claims 2 to 6,~~ claim 2, with which the at least one engagement section is designed as an insert {10} which is connected, preferably detachably, to the carrier element {2}.

8. (currently amended) A sliding element according to claim 7, with which the insert ~~(10)~~ is completely formed of a carbon structure.
9. (original) The use of a carbon structure as a sliding coating.
10. (original) The use according to claim 9, with which the carbon structure contains carbon particles and/or carbon fibres.
11. (currently amended) The use according to claim 9 ~~or 10~~, with which the carbon structure is compacted.
12. (new) A sliding element according to claim 2, with which the surface structure is formed as a surface layer of carbon.
13. (new) A sliding element according to claim 4, with which a connecting layer, preferably of an aramide fabric, is arranged between the carrier element and the surface layer.
14. (new) A sliding element according to claim 3, with which the at least one engagement section is designed as an insert which is connected, preferably detachably, to the carrier element.
15. (new) A sliding element according to claim 4, with which the at least one engagement section is designed as an insert which is connected, preferably detachably, to the carrier element.
16. (new) A sliding element according to claim 5, with which the at least one engagement section is designed as an insert which is connected, preferably detachably, to the carrier element.
17. (new) A sliding element according to claim 6, with which the at least one engagement section is designed as an insert which is connected, preferably detachably, to the carrier element.

18. (new) The use according to claim 10, with which the carbon structure is compacted.

19. (new) A part for a vehicle comprising:  
a carrier having an engagement section; and  
a carbon layer provided at said at least one engagement section.

20. (new) The part according to claim 19, wherein the carrier is a gearshift fork.

21. (new) The part according to claim 19, wherein the carbon layer comprises carbon fibers.

22. (new) The part according to claim 19, with which the at least one engagement section is designed as an insert which is connected, preferably detachable to the carrier element.

23. (new) The part according to claim 22, with which the insert is completely formed of a carbon structure.

24. (new) The part according to claim 19 wherein the carbon layer is compacted.

25. (new) The part according to claim 19 wherein the carbon layer comprises a roughness of  $R_z \leq 30$  micrometers.

26. (new) The part according to claim 19 wherein the carbon layer is adhered to the engagement section with a resin.

27. (new) The part according to claim 26 wherein said resin comprises carbon particles embedded in the resin, said resin being a phenolic resin.

28. (new) The part according to claim 19 wherein said carbon layer comprises carbon particles.
29. (new) A method of providing improved wear membrane for a part in a vehicle, comprising the step of:  
applying a carbon layer to an engagement section of the part.
30. (new) The part according to claim 29, wherein the carbon layer comprises carbon fibers.
31. (new) The part according to claim 29, with which the at least one engagement section is designed as an insert which is connected, preferably detachable to the carrier element.
32. (new) The part according to claim 31, with which the insert is completely formed of a carbon structure.
33. (new) The part according to claim 29 wherein the carbon layer is compacted.
34. (new) The part according to claim 29 wherein the carbon layer comprises a roughness of  $R_z \leq 30$  micrometers.
35. (new) The part according to claim 29 wherein the carbon layer is adhered to the engagement section with a resin.
36. (new) The part according to claim 35 wherein said resin comprises carbon particles embedded in the resin, said resin being a phenolic resin.
37. (new) The part according to claim 29 wherein said carbon layer comprises carbon particles.